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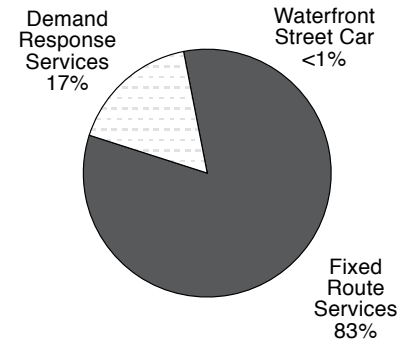
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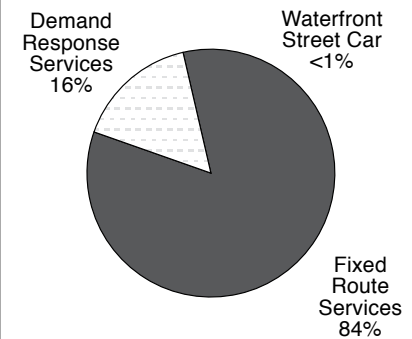
System Snapshot

- Operating Name: King County Metro Transit (Metro)
- Service Area: King County
- Congressional Districts: 1, 2, 7, 8, and 9
- Legislative Districts: 1, 5, 11, 30-34, 36, 37, 41, 43 and 45-48
- Type of Government: Charter County providing functions of a metropolitan municipality under RCW 35.58.
- Governing Body: County Council
- Tax Authorized: 0.8 percent sales and use tax approved in November 2000.
- Types of Service: 215 regular and commuter fixed routes, "Custom Bus" routes, ACCESS complementary Paratransit service, Dial-A-Ride Transit (DART), the Seattle Waterfront Streetcar, enhanced service for many public special events, and vanpools.
- Days of Service: Weekdays, generally between 4:00 a.m. to 1:00 a.m.; Saturdays, generally between 6:40 a.m. and 10:00 p.m.; Sundays, generally between 6:40 a.m. and 10:00 p.m.

Total Vehicle Hours in 2005



Total Vehicle Hours in 2011



- Base Fare: \$1.25 with \$.25 surcharge for one-zone travel during the peak hours and \$.75 surcharge for two-zone travel during the peak hours (free transfer for connecting services); \$.75 per boarding for *ACCESS* services; youth fare is \$.50.

Current Operations

Metro provides a variety of fixed route services:

- 51 core city local routes within the City of Seattle.
- 68 suburban local routes.
- Two rural local routes.
- One suburban intercity route.
- Five rural intercity routes.
- 14 core city commuter routes within the City of Seattle in addition to express route variants of 15 core city local routes.
- 69 suburban commuter routes.
- Six rural commuter routes.
- 22 “Custom Bus” routes providing fixed route service to schools and employment centers.
- Six special late “night owl” routes serving Seattle between 2:00 a.m. and 4:00 a.m.
- The George Benson Waterfront Streetcar (route 99) operated during most of 2005 providing service to Seattle’s waterfront and the Pioneer Square Historic District. It has been replaced on an interim basis with bus service operating a similar route and service levels.



Metro also provides *ACCESS* transportation (Paratransit) services for persons with disabilities, and/or aged 65 and older who are unable to use the regular fixed route system due to their disability. Metro provides Dial-a-Ride Transit (DART) in select low-density suburban areas of King County. DART is a demand responsive transit alternative serving low-density suburban areas, with a fixed schedule that has the flexibility of picking up and dropping off passengers in a defined service area. Metro purchases *ACCESS* transportation services as well as DART services from private contractors.

Metro provides an array of transportation demand management services. The agency provides special public transit services for over 80 special events each year in partnership with event sponsors. Metro has one of the most extensive and successful rideshare programs in the country, with a large vanpool fleet, an online ride matching application, and a vanshare program that allows riders to carpool from major park-and-ride centers throughout the region. Metro has worked with major institutions and employers throughout King County to provide employees, students, and customers with discounted transit passes. Metro is also the designated lead agency for the implementation of the Washington Commute Trip Reduction Act for most areas of King County.

Besides its own operations, Metro provides transportation service for Sound Transit *Regional Express* operations within King County. Nine Sound Transit routes are operated by Metro.

Revenue Service Vehicles

Fixed Route – 1,416 total, including 104 Sound Transit coaches operated by King County Metro Transit. The fleet’s array of vehicles includes: hybrids, diesels, and trolley coaches procured between 1987 and 2004. Dual-power (electric trolley/diesel) buses once used in the tunnel were replaced in 2004/2005 with hybrid buses. These same dual-power articulated buses, first put in service in 1991, are being retrofitted for exclusive trolley service, allowing Metro to retire older articulated trolley buses providing transit service on high-use routes in Seattle.

Paratransit – 280 total; including 20 contracted, all ADA accessible, model years ranging from 1993 to 2000.

Vanpool – 735 total; model years ranging from 1997 to 2004.

Streetcars – Five total; model years ranging from 1925 to 1930.



Facilities

Metro's administrative, ridematching, and vanpool offices are in downtown Seattle and are integrated with other administrative offices of King County government. There are currently seven operation bases, nine vehicle maintenance facilities, and four facilities maintenance centers throughout King County.

Metro serves ten transit centers: Auburn, Aurora Village, Bellevue, Burien, Federal Way, Kent, Kirkland, Northgate, Overlake, and Renton. The Downtown Seattle Transit Tunnel (DSTT) is currently closed to prepare for joint light rail and bus operations. When construction/modifications are complete in 2007, the DSTT will provide five grade-separated transit stations within a short walk of most destinations in downtown Seattle. There are over 9,400 bus zones (or stops) which Metro presently serves. Over 76 percent of bus zones are wheelchair accessible and nearly 1,400 bus zones include passenger shelter facilities maintained by Metro. Metro serves 123 park-and-ride lots throughout King County. 62 of these lots are permanent and provide capacity for 20,783 vehicles. The remaining 61 lots are leased, and provide capacity for 2,345 vehicles.

Intermodal Connections

Metro provides frequent service to Seattle-Tacoma International Airport from downtown Seattle and East King County. Downtown Seattle service generally operates every 15 to 30 minutes during weekdays and every hour on weekends and holidays. Metro buses load and unload at the baggage level at the airport.

Most routes serving downtown Seattle have stops within a short distance of the King Street Station, where customers can board the Sound Transit commuter trains (*Sounder*) or Amtrak passenger trains, including its popular *Cascades* service between Vancouver, B.C. and Salem, OR. A number of Metro routes provide transfer connections to *Sounder* stations in Tukwila, Kent, and Auburn.

Metro coordinates fares, schedules, and terminals with the Washington State Ferries to maximize ease of use and transfer. Two Metro bus routes stop directly in front of the Colman Dock Ferry Terminal in downtown Seattle while all downtown bus routes are within a 10-minute walk of the terminal. Metro also serves the Fauntleroy ferry terminal in West Seattle as well as service to Vashon Island.

Metro connects with Community Transit and Pierce Transit in various locations throughout King County. There are multiple connections to Sound Transit *Regional Express* bus service throughout King County including major transit centers and park-and-ride facilities. Metro has partnered with the region's transit agencies to provide an integrated fare-sharing method and a regional transit pass called a *Puget Pass*, good on any route, any day up to the single-trip value of the card (from \$.50 to \$4.00). Metro also coordinates Paratransit service with neighboring transit services to provide inter-county Paratransit rides.

Many downtown Seattle routes provide convenient access to the Greyhound Bus Depot.

Metro's bus fleet is equipped with bicycle racks. 16 locations served by Metro have bicycle lockers, and another 14 locations have bicycle racks.

2005 Achievements

- Added over 86,000 hours of bus service including over 29,000 hours of new Sound Transit service and over 45,000 hours for added travel time and extra trips in downtown Seattle to mitigate the closure of the Downtown Seattle Transit Tunnel.
- Implemented major street and transit facility improvements in downtown Seattle in coordination with Sound Transit, the City of Seattle, Community Transit, and Pierce Transit in an effort to mitigate impacts from tunnel closure in September 2005. Outbound routes with common travel markets were grouped on the same streets in order to facilitate ease of use. Metro closed the bus tunnel in September with only minor customer complaints thanks to a successful outreach campaign. The Monitoring and Maintain Committee (made of representatives from each jurisdiction) continues to monitor impacts of tunnel closure in downtown Seattle through planned tunnel reopening in 2007.
- In June 2005, split Route 7 between Rainier Beach, downtown Seattle, and the University District into two separate routes; revised Route 7, and new Route 49, to improve schedule reliability and reverse a decade-long trend of ridership decline between downtown Seattle and the University District. This change involved construction of new trolley overhead wire in downtown Seattle to accommodate a new layover area for Route 7 on Virginia Street.
- Shifted transit center operations in June 2005 from Kent Park-and-Ride to the bus facility at Sound Transit's Kent Commuter Rail Station upon completion of access improvements to Pioneer Street by the City of Kent.

- Initiated two community-based sounding boards, composed of bus riders and key stakeholders, to consider potential changes to bus service in the Auburn-Kent area of South King County and in the Central Eastside area.
- Continued conversion of former diesel-electric dual-mode Breda buses to electric-only trolley-mode in an ongoing effort to replace the older MAN articulated trolley fleet.

2006 Objectives

- Market and promote all public transportation services.
- Implement South County service change.
- Increase outreach to transit users and potential users in central eastside King County.
- Continue to maintain efficient and reliable transit operations in downtown Seattle during construction activities in the Downtown Seattle Transit Tunnel (DSTT) to accommodate future joint operations for light rail and buses.



Long-range Plans (2007 through 2011)

- Pending placement on the fall 2006 ballot by the County Council and voter approval of the Transit Now initiative to increase Metro's sales and use tax rate from 0.8 to 0.9 percent, expand the fleet and implement new services consistent with the Transit Now proposal. These include development of five *RapidRide* Bus Rapid Transit routes, additional service on all-day two-way routes, and development of partnership initiatives that leverage local or public-private resources to provide new service in response to financial participation or investment in speed and reliability improvements by partners. The initiative would also finance more service to growing areas, expand Paratransit service, and improve ridematching tools to increase the vanpool and vanshare programs.
- Purchase a fleet of buses for use on *RapidRide* Bus Rapid Transit routes, and construct unique facilities to speed reliability improvements along *RapidRide* routes. Pursue grant funding to further leverage Metro *RapidRide* resources.
- Continue development of short-range service improvements consistent with the Six Year Transit Development plan. For significant service changes, Metro conducts an extensive outreach process using a "sounding board" comprising riders and other stakeholders.
- Continue work with other public transportation agencies in the region through the Transit Integration Group, including: Sound Transit, Community Transit, Everett Transit, Pierce Transit, Kitsap Transit, and Washington State Ferries, to provide a more integrated, multimodal public transportation system. Transit integration efforts address many elements of transit coordination, including more seamless service connections, fare integration and payment (Smart Card), technology initiatives, transit security, and improved inter-county connections for elderly and persons with disabilities.
- Provide a multi-modal and regional perspective in developing and implementing transportation plans. Coordinate with Sound Transit and the Regional Transportation Investment District to help develop a regional multimodal package that includes transit-supportive elements, and leverages transit service to mitigate construction impacts. Continue collaboration with the Washington State Department of Transportation (WSDOT) to plan, fund, and implement additional service to mitigate major corridor construction projects, such as work along I-405 and the Alaskan Way Viaduct.
- Maintain, replace, and upgrade facilities, equipment, and systems. Ongoing technology initiatives include: the Onboard Systems Integration project, Smart Card implementation, FCC required radio replacement, and Communications/Control Center relocation.

King County Metro Transit

	2003	2004	2005	% Change	2006	2007	2008	2011
Annual Operating Information								
Service Area Population	1,779,300	1,788,300	1,808,300	1.12%	N.A.	N.A.	N.A.	N.A.
Fixed Route Services								
Revenue Vehicle Hours	3,104,102	2,776,524	3,097,213	11.55%	3,219,884	3,236,704	3,222,144	3,250,831
Total Vehicle Hours	3,448,282	3,517,476	3,548,740	0.89%	3,689,295	3,708,567	3,691,884	3,724,753
Revenue Vehicle Miles	38,601,801	46,381,684	38,474,366	-17.05%	38,938,239	39,323,838	39,128,405	39,438,930
Total Vehicle Miles	46,395,346	47,023,495	47,052,186	0.06%	47,619,479	48,091,047	47,852,042	48,231,798
Passenger Trips	94,688,924	98,250,237	99,775,874	1.55%	103,504,298	106,166,950	106,530,256	112,512,820
Diesel Fuel Consumed (gallons)	10,114,671	10,025,929	11,819,336	17.89%	N.A.	N.A.	N.A.	N.A.
Electricity Consumed (Kwh)	18,045,653	16,749,028	17,048,640	1.79%	N.A.	N.A.	N.A.	N.A.
Fatalities	2	0	2	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	163	179	184	2.79%	N.A.	N.A.	N.A.	N.A.
Collisions	150	N.A.	158	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	4,226.9	3,672.2	4,097.8	11.59%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$337,120,673	\$352,095,962	\$372,498,885	5.79%	\$413,518,176	\$425,093,322	\$443,843,288	\$495,346,134
Farebox Revenues	\$70,168,478	\$73,596,602	\$72,055,103	-2.09%	\$72,041,029	\$72,303,580	\$84,982,482	\$87,492,655
Waterfront Street Car								
Revenue Vehicle Hours	11,130	11,136	10,086	-9.44%	0	0	0	0
Total Vehicle Hours	11,302	11,263	10,198	-9.46%	0	0	0	0
Revenue Vehicle Miles	42,865	42,879	38,754	-9.62%	0	0	0	0
Total Vehicle Miles	42,963	42,978	38,842	-9.62%	0	0	0	0
Passenger Trips	403,590	398,580	374,327	-6.08%	0	0	0	0
Electricity Consumed (Kwh)	198,080	179,200	183,920	2.63%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	9	8	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	20.6	31.9	27.8	-12.85%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$1,422,836	\$1,426,751	\$2,071,123	45.16%	\$3,138,162	\$3,138,162	\$3,138,162	\$3,138,162
Farebox Revenues	\$218,918	\$226,322	\$211,571	-6.52%	\$0	\$0	\$0	\$0

	2003	2004	2005	% Change	2006	2007	2008	2011
Demand Response Services								
Revenue Vehicle Hours	610,993	630,168	691,108	9.67%	644,882	659,607	677,756	727,664
Total Vehicle Hours	698,792	717,296	788,098	9.87%	702,615	718,637	738,381	792,681
Revenue Vehicle Miles	9,371,221	9,454,045	9,750,742	3.14%	9,627,780	9,876,755	10,205,065	11,136,875
Total Vehicle Miles	10,967,267	10,989,946	11,292,026	2.75%	11,321,829	11,616,830	12,006,263	13,296,554
Passenger Trips	1,661,625	1,750,684	1,831,398	4.61%	1,864,937	1,906,583	1,958,672	2,088,948
Diesel Fuel Consumed (gallons)	794,416	0	1,149,133	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	449,012	0	126,038	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	12	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	20	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	684.0	696.3	664.3	-4.60%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$43,156,630	\$44,555,726	\$47,545,869	6.71%	\$48,069,057	\$51,865,051	\$52,948,283	\$56,445,956
Farebox Revenues	\$722,438	\$718,833	\$675,488	-6.03%	\$554,791	\$639,310	\$943,305	\$2,286,024
Vanpooling Services								
Revenue Vehicle Miles	8,997,627	8,767,157	9,083,017	3.60%	9,618,016	10,100,534	10,583,051	12,030,604
Total Vehicle Miles	9,116,868	8,944,023	9,253,608	3.46%	9,798,655	10,290,235	10,781,815	12,256,555
Passenger Trips	1,793,748	1,688,996	1,795,611	6.31%	1,817,808	1,909,015	2,000,222	2,273,844
Vanpool Fleet Size	1,044	1,143	1,165	1.92%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	894	809	944	16.69%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	788,415	788,415	647,411	-17.88%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	2	2	0.00%	N.A.	N.A.	N.A.	N.A.
Collisions	2	1	7	600.00%	N.A.	N.A.	N.A.	N.A.
Employees FTEs	51.5	45.5	55.3	21.54%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$7,241,363	\$7,234,031	\$6,701,931	-7.36%	\$7,432,286	\$7,402,671	\$7,788,355	\$9,044,537
Vanpooling Revenue	\$4,860,491	\$4,884,622	\$5,552,340	13.67%	\$5,466,281	\$6,062,018	\$6,351,644	\$7,883,363

King County Metro Transit

	2003	2004	2005	% Change	2006	2007	2008	2011
Annual Revenues								
Sales Tax	\$298,752,501	\$309,630,881	\$335,521,413	8.36%	\$356,088,876	\$377,489,819	\$400,063,711	\$468,475,433
Farebox Revenues	\$71,109,834	\$74,541,757	\$72,942,162	-2.15%	\$72,595,820	\$72,942,890	\$85,925,787	\$89,778,679
Vanpooling Revenue	\$4,860,491	\$4,884,622	\$5,552,340	13.67%	\$5,466,281	\$6,062,018	\$6,351,644	\$7,883,363
Federal Section 5307 Operating	\$16,000,000	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Federal Section 5307 Preventive	\$0	\$28,533,484	\$7,334,651	-74.29%	\$20,000,000	\$50,000,000	\$50,000,000	\$50,000,000
FTA JARC Program	\$0	\$102,436	\$0	N.A.	\$0	\$0	\$0	\$0
Other Federal Operating	\$0	\$2,613,789	\$4,728,150	80.89%	\$5,354,869	\$3,705,805	\$3,809,568	\$4,138,615
State Special Needs Grants	\$0	\$2,914,880	\$1,505,838	-48.34%	\$2,117,023	\$957,999	\$0	\$0
Sound Transit Operating	\$0	\$25,800,955	\$29,244,876	13.35%	\$34,583,216	\$35,576,014	\$37,036,734	\$41,947,105
Other	\$96,661,105	\$92,457,099	\$27,935,678	-69.79%	\$46,697,705	\$67,361,581	\$28,405,209	\$55,574,973
Total	\$487,383,931	\$541,479,902	\$484,765,109	-10.47%	\$542,903,791	\$614,096,126	\$611,592,653	\$717,798,169
Annual Operating Expenses								
Annual Operating Expenses	\$388,941,502	\$405,312,470	\$428,817,808	5.80%	\$472,157,681	\$487,499,206	\$507,718,088	\$563,974,788
Total	\$388,941,502	\$405,312,470	\$428,817,808	5.80%	\$472,157,681	\$487,499,206	\$507,718,088	\$563,974,788
Debt Service								
Interest	\$6,860,385	\$9,961,261	\$11,348,338	13.92%	\$11,186,410	\$11,015,027	\$11,905,996	\$11,481,672
Principal	\$5,020,000	\$3,635,417	\$3,786,250	4.15%	\$3,947,083	\$4,116,667	\$4,287,917	\$5,226,398
Total	\$11,880,385	\$13,596,678	\$15,134,588	11.31%	\$15,133,494	\$15,131,694	\$16,193,913	\$16,708,070
Annual Capital Purchase Obligations								
Federal Section 5309 Capital Grants	\$12,212,195	\$13,406,309	\$20,368,771		\$7,456,495	\$0	\$0	\$0
Federal STP Grants	\$27,188,661	\$158,584	\$1,381,309		\$1,797,375	\$4,399,000	\$0	\$2,500,000
CM/AQ and Other Federal Grants	\$1,297,531	\$716,598	\$1,977,517		\$6,403,665	\$2,776,412	\$0	\$0
State Special Needs Grants	\$0	\$0	\$75,383		\$1,360,187	\$100,000	\$0	\$0
Federal Section 5307 Capital Grants	\$0	\$58,869,858	\$48,911,109		\$11,388,408	\$8,955,966	\$0	\$24,604,400
State Vanpool Grants	\$0	\$0	\$0		\$809,000	\$877,000	\$903,000	\$987,000
Other State Capital Grants	\$0	\$0	\$516,372		\$6,002,370	\$536,889	\$0	\$0
Transportation Improvement Board	\$240,313	\$0	\$0		\$0	\$0	\$0	\$0
Capital Leases	\$12,576,043	\$15,887,434	\$0		\$0	\$0	\$0	\$0
Capital Reserve Funds	\$112,942,152	\$115,325,502	-\$3,280,531		\$98,202,244	\$103,986,016	\$62,496,694	\$207,804,056
Bonds Proceeds	\$0	\$50,525,939	\$0		\$0	\$0	\$0	\$0
Total	\$166,456,895	\$254,890,224	\$69,949,930	-72.56%	\$133,419,744	\$121,631,283	\$63,399,694	\$235,895,456
Ending Balances, December 31								
Operating Reserve	\$24,222,767	\$25,170,279	\$31,086,592	23.51%	\$36,951,604	\$38,085,648	\$41,041,507	\$44,905,144
Capital Reserve Funds	\$197,488,257	\$141,460,446	\$158,427,285	11.99%	\$115,854,557	\$128,208,415	\$178,120,761	\$225,101,221
Cross Border Lease Fund	\$26,071,737	\$11,243,018	\$0	N.A.	\$0	\$0	\$0	\$0
Total	\$247,782,761	\$177,873,744	\$189,513,877	6.54%	\$152,806,160	\$166,294,063	\$219,162,268	\$270,006,365

Performance Measures for 2005 Operations

	Fixed Route Services		Demand Response Services	
	King County Metro Transit	Urbanized Averages	King County Metro Transit	Urbanized Averages
Fares/Operating Cost	19.34%	17.01%	1.42%	2.04%
Operating Cost/Passenger Trip	\$3.73	\$4.57	\$25.96	\$26.28
Operating Cost/Revenue Vehicle Mile	\$9.68	\$7.09	\$4.88	\$4.77
Operating Cost/Revenue Vehicle Hour	\$120.27	\$102.34	\$68.80	\$67.30
Operating Cost/Total Vehicle Hour	\$104.97	\$89.16	\$60.33	\$59.85
Revenue Vehicle Hours/Total Vehicle Hour	87.28%	88.11%	87.69%	88.96%
Revenue Vehicle Hours/FTE	756	972	1,040	1,456
Revenue Vehicle Miles/Revenue Vehicle Hour	12.42	14.69	14.11	14.43
Passenger Trips/Revenue Vehicle Hour	32.2	23.1	2.6	2.6
Passenger Trips/Revenue Vehicle Mile	2.59	1.63	0.19	0.18

